ENVIRON

RECEIVED
JUN 2 8 2001
IEPA - BOL
DES PLAINES OFFICE

May 23, 2001

Mr. Michael A. Heaton
Division of Land Pollution Control
Illinois Environmental Protection Agency
1021 North Grand Avenue
Springfield, IL 62702

RE: 0971250007 – Lake County
R. Lavin & Sons, Inc.
~~ILD 097271563~~
RCRA Closure

REGIONAL OFFICE COPY

~~Dear Mr. Heaton:~~

Enclosed please find three copies of the annual inspection certification of each paved area as required by the approved Closure Plan, dated April 6, 1993, and as modified by the Illinois Environmental Protection Agency letter, dated March 17, 1994 and the approved Post Closure Plan.

Should you have any questions, please contact me directly.

Sincerely,

ENVIRON International Corporation

Ronald E. Hutchens /B

RECEIVED
MAY 25 2001
IEPA/BOL

RECEIVED
JUN 06 2001
IEPA-BOL
PERMIT SECTION

Ronald E. Hutchens, P E.
Principal

REH:als
D:\R Lavin\Word\2001 Annual Pavement Insp\Heaton_ltrB.doc

Enclosures

cc: Mr. George Lennon/Mr. Dennis Caldwell – R. Lavin & Sons, Inc.
Ms. Christine A. Picker – Jenner & Block
Mr. Howard Chinn – Office of the Attorney General

US EPA RECORDS CENTER REGION 5
400201

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 NORTH GRAND AVENUE EAST, P.O. BOX 19276, SPRINGFIELD, ILLINOIS 62794-9276

THOMAS V. SKINNER, DIRECTOR

RCRA INTERIM STATUS CLOSURE AND POST-CLOSURE CARE PLANS GENERAL FORM
LPC-PA18

THIS FORM MUST ACCOMPANY ANY RCRA INTERIM-STATUS CLOSURE AND/OR POST-CLOSURE CARE PLANS OR MODIFICATION REQUEST SUBMITTED TO THE DIVISION OF LAND POLLUTION CONTROL. THE ORIGINAL AND TWO COPIES OF ALL DOCUMENTS SUBMITTED MUST BE PROVIDED.

FACILITY IDENTIFICATION (Information about the facility where the units are located which are addressed in this closure plan submittal)

Name: R. Lavin & Sons, Inc.
County: Lake
Street Address: 2028 Sheridan Road
Site # (IEPA): 097125007
City: North Chicago, IL 60064
Site No. (USEPA):

OWNER INFORMATION	OPERATOR INFORMATION
Name: R. Lavin & Sons, Inc.	Same as Owner
Mailing Address: 2028 Sheridan Road	
North Chicago, IL 60064	
Contact Name: Dennis Caldwell	Same as Owner
Contact Title: Environmental Coordinator	
Phone #: (847) 689-4300	

TYPE OF SUBMISSION (check applicable item and provide requested information, as applicable)

___ Original (New) Closure Plan
___ Original (New) Post-Closure Plan
___ Response to Disapproval letter
___ Modification Request
___ Additional Information for ___ / ___ / ___ Submittal (Log No. _____ if known)

Log No. of Most Recent Agency Approval/Disapproval Letter _____

Date of Most Recent Agency Approval/Disapproval Letter _____

Does this submittal contain groundwater information. ____ Yes; X No

(IF YES, PLEASE INCLUDE ONE ADDITIONAL COPY OF SUBMITTAL)

RECEIVED
JUN 06 2001
IEPA-BOL
PERMIT SECTION

RECEIVED
MAY 15 2001
IEPA/BOL

DESCRIPTION OF SUBMITTAL: (briefly describe what is being submitted)

Annual Pavement Inspection Report

LIST OF DOCUMENTS SUBMITTED (identify all documents in this submittal, including the cover letter)

Cover letter and attachments (figures and Appendix A).

UNITS UNDERGOING CLOSURE (please identify what type of units are addressed in the plan, their capacities and whether they are on the RCRA Part A for the facility)

Unit	Unit Code	Number of Units Closing	Capacity	On Part A (Y/N)
Storage:				
Container (barrel, drum, etc.)	S01			
Tank	S02			
Waste Pile	S03			
Surface Impoundment	S04			

UNITS UNDERGOING CLOSURE (continued) LPC PA-18 (Page 2)

Unit	Unit Code	Number of Units Closing	Capacity	On Part A (Y/N)
Treatment:				
Tank	T01			
Surface Impoundment	T02			
Incinerator	T03			
Other (explain)	T04			
Disposal:				
Landfill	D80	1	Unknown	Unknown
Land Application	D81			
Surface Impoundment	D83			

CERTIFICATION AND SIGNATURE (Must be completed for all submittals. Certification and signature requirements are set forth in 35 IAC 702.126. Any submittal involving engineering plans, specifications and calculations as defined in the Illinois Professional Engineering Practice Act (225 ILCS 325) and 68 Ill. Adm. Code 1380 must be signed and certified by an Illinois licensed professional engineer.)

All closure plans, post-closure plans and modifications must be signed by the person representing the owner/operator designated below or by a duly authorized representative of that person:

1. If the owner/operator is a Corporation - By a principal executive officer of at least the level of vice-president.
2. If the owner/operator is a Partnership or Sole Proprietorship - By a general partner or the proprietor, respectively.
3. If the owner/operator is a Government - By either a principal executive officer or a ranking elected official.

A person is a duly authorized representative only if:

1. the authorization is made in writing by a person described above; and
2. is submitted with this application (a copy of a previously submitted authorization can be used).

CERTIFICATION STATEMENT - I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

Owner Signature: Dennis Caldwell — 5/24/01 (Date)

Title: Environmental Coordinator

Operator Signature: Dennis Caldwell — (Date)

Title: Environmental Coordinator

Engineer Signature: [signature] — 5/24/01 (Date)
(if necessary)

Engineer Name: Felix R. Moran

Engineer Address: ENVIRON International Corp.
740 Waukegan Road, Ste. 401
Deerfield, IL 60015

Engineer Phone No.: (847) 444-9200

Engineer Seal: [illegible] EXP. 11/30/01

RECEIVED
JUN 0 6 2001
IEPA-DUL
PERMIT SECTION

RECEIVED
MAY 25 2001
IEPA/BOL

JM:bjh\97763S.WPD

This Agency is authorized to require this information under Illinois Revised Statutes, 1979 Chapter 111 ½, Section 1039. Disclosure of this information is required under that Section. Failure to do so may prevent this form from being processed and could result in your application being denied. This form has been approved by the Forms Management Center.

I. INTRODUCTION

This annual inspection and certification of the paved areas describes the 2001 pavement inspection activities performed at the R. Lavin & Sons, Inc. (Lavin) site, located at 2028 Sheridan Road in North Chicago, Illinois (Figure 1). The Lavin site has undergone a Resource Conservation and Recovery Act closure in accordance with 35 Illinois Administrative Code Section 724.195 and the approved Closure Plan, dated April 6, 1993 (the "Closure Plan") and subsequent approved amendments. This report has been prepared by ENVIRON International Corporation on behalf of Lavin and describes the annual inspection and certification, which was performed as required by the Post Closure Plan which was submitted by ENVIRON on April 12, 1999 and modified and approved by the Illinois Environmental Protection Agency in an undated letter received in July 1999. The timing of the annual pavement inspections was changed from December to April in ENVIRON's January 2001 letter to IEPA.

In accordance with the Closure and Post Closure Plans, ENVIRON inspected those paved areas identified as Areas A, B, C, and D in the Closure Plan (Figure 2) on April 23, 2001, as well as the south lot area and the parking area to the north.

The following sections provide an area-by-area description of the inspection and any recommendations concerning any corrective actions necessary.

II. AREA A

Pavement was placed in Area A as part of the closure activities in the fall of 1993; hence the pavement was slightly more than 7 years old at the time of this inspection. Area A is approximately 12,000 square feet and the pavement is composed primarily of bituminous concrete. The pavement structure is 7 inches of bituminous base course overlain by 1½ inches of bituminous concrete binder course and 1½ inches of bituminous concrete surface course. A small section of pavement to the immediate west of the concentrator building consists of concrete pavement approximately 10 inches in thickness over a 3-inch aggregate base course. Drainage in Area A is to the west ditch with an approximate 1% slope.

Within Area A, no ponding was visible and drainage is as planned towards the west ditch (see Photos 1,2 and 3). No unusual anomalies were present in Area A, including excessive cracking, subsidence, settling, or erosion problems along the side slope for the west ditch. Both concrete and bituminous pavements are generally functioning well.

However, where the pavement abuts the drainage lateral that runs from the Concentrator Building to the West Ditch (see Photo 4) the edge needs to be patched and sealed. Also, as can be seen in Photo 3, some minor cracking has occurred at a construction joint, which should be sealed.

III. AREA B

Area B was paved in two separate operations. The western portion of Area B, adjacent to the furnace building was paved with Portland cement concrete during the construction of the electrical service building, which was completed during the summer of 1994. This area is used for storage of light materials and does not typically carry high loads. The concrete pavement exhibits no cracking or ponding of water and is now sheltered from the elements by the electrical service building, which is above the paved area. The pavement in the northeastern portion of Area B was placed during the fall of 1994, and consists of 8 inches of coarse aggregate overlain by 2 inches of bituminous binder course and 2 inches of bituminous surface course. Drainage is to the southeast at an approximately 2% slope towards the existing inlets. The existing inlets were clear and free flowing at the time of the inspection. With one exception no ponding was evident anywhere on the Area B pavements. In general, these pavements displayed no cracks, depressions, settling, raveling, or erosion problems (see Photos 5 and 6).

However, along the south side of the area where the asphalt pavement meets the 'new' and 'old' concrete pavements there is an approximately 50 square feet area that will require replacement this year (see Photo 7). The pavement here has broken due to forklift traffic and water is ponding.

IV. AREA C

Area C was partially paved during the fall of 1993 during the same construction period as Area A. This was primarily along the railroad tracks and the area around the above ground fuel tanks. An additional area was paved in the fall of 1995 with the final portion paved in the summer of 1996. As with Area A, Area C is composed partially of bituminous concrete pavements and partially of Portland cement concrete. The bituminous pavements are composed of 7 inches of a bituminous concrete base course overlain by 1½ inches of bituminous binder course and 1½ inches of bituminous concrete surface course. The Portland cement concrete pavement consists of 10 inches of reinforced concrete underlain by 3 inches of an aggregate base course.

Drainage is toward a series of inlets installed during the construction of the pavement. The railroad track, which services the facility, curves through Area C (see Photo 8).

The inspection showed the pavement areas in Area C, both concrete and bituminous, to be generally in good repair and draining well. The light scaring of the surface caused by turning of tracked vehicles in the area (commented on in the January 26, 1995 report) has not worsened (see Photo 9). The seal along the railroad tracks is performing well (see Photo 10).

There is a small puncture hole near the drainage inlet that should be patched (see Photo 11). Also a series of small cracks have developed the bituminous pavement near the southwest corner of Area C that should be filled (see Photo 12).

V. AREA D

The portion of Area D directly west of the railroad track, extending to the west property line, is entirely bituminous concrete pavement consisting of 7 inches of bituminous base course overlain by 1½ inches of bituminous binder course and 1½ inches of bituminous concrete surface course. This area was paved in the fall of 1993 concurrently with Areas A and C. During that construction activity, new drains were installed. The portion directly east of the railroad track is entirely Portland cement concrete pavement consisting of 10 inches of reinforced concrete underlain by 3 inches of an aggregate base course. This area was mostly paved during the fall of 1995. Minor areas adjacent to the conveyor system were paved during 1996.

During the inspection of the pavement, the concrete pavement is performing well (see Photos 13 and 14). However, the one drain in the material handling area is completely plugged and a second is partially blocked (see Photos 15,16 and 17). These drains should be cleaned as soon as possible. The Bituminous Pavement placed in 1993 is generally in good condition but there are a small number of cracks that need to be blown out and filled with appropriate crack filler/sealant (see Photos 18 and 19). The sealant previously placed in the joint between the pavement and the railroad tracks continues to be pliable and intact and does not need maintenance at this time.

VI. SOUTH LOT PAVING

The south lot was paved during the fall of 1996. The pavement consisted of 7 inches of coarse aggregate overlain by 1½ inches of bituminous binder course and 1½ inches of bituminous surface course. Drainage is to the interior of the paved area to two inlets. The pavement had no areas of ponded water and was in excellent condition at the time of the inspection (see Photos 20 and 21).

VII. NORTH PARKING LOT

The north parking lot area was paved in 1993, and consists of bituminous pavement. As we recommended in the 1997 report, during 1998 and 1999 the area had the cracks blown out with high-pressure air to remove dirt and loose debris and then sealed with crack filler. The entire surface area was then sealed with an emulsified asphalt sealer. However, a small number of new longitudinal cracks have again appeared that will require sealing during the upcoming construction season.

VIII. SUMMARY OF RECOMMENDATIONS

The pavements currently in place in Areas A, B, C, D, and the south lot at Lavin are in generally good condition. Some specific areas as identified in the previous sections are in need of minor crack filling. More important is the cleaning of the drains in Area D and the small patches needed in Area B and Area C. These problems should be taken care of as soon as possible.